



Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Manufacturing/Industrial Centers
Status	submitted
Submitted:	April 8th, 2024 11:21 AM
Prepopulated with screening form?	Yes

Project Information

- Project Title**
Airport Way Phase 2.2
- Regional Transportation Plan ID**
N.A.
- Sponsoring Agency**
Port of Bremerton
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
No
- If not, which agency will serve as your CA sponsor?**
WSDOT Local Programs

Contact Information

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Project Description

- Project Scope**
This project consist of the construction of Phase 2.2 of Airport Way which is formerly known as the Cross SKIA Connector. Phase 1 and 2.1 (completed in 2010 and 2015 respectively) begins at the revised SR-3 roundabout (MP31.48) extending through the northern portions of Puget Sound Industrial Center - Bremerton (PSIC-B) connecting to Old Clifton Road. Phase 2.2 consists of 3,800 LF form Old Clifton Road to the south end of Bremerton National Airport with future connectivity to Lake Flora Rd and the SR-3 Freight Corridor. This segment will open approximately 340 acres for future development. The ROW for this segment is owned by the Port. This roadway includes two 12 foot paved vehicle lanes, 5 foot pervious concrete bicycle

lanes and 3 foot shoulders, a separated 5 foot pervious asphalt pedestrian path, grass lined stormwater swales and installation of a 7 foot tall wildlife fence.

2. **Project Justification, Need, or Purpose**

Airport Way is proposed in the City of Bremerton in the area commonly known as Puget Sound Industrial Center -Bremerton (PSIC-B). The City of Bremerton is designated in PSRC's Regional Growth Strategy both as a Regional Growth Center" (downtown) as well as a "Manufacturing/Industrial Center" (PSIC-B). PSIC-B is approximately 3,700 acres of land with the core of the MIC centered on the Bremerton National Airport which is owned and operated by the Port of Bremerton. PSIC-B is the largest area of underdeveloped industrial land in Kitsap County as well as the most underdeveloped of all the regionally designated MIC's. Airport Way is the first critical infrastructure investment that is a key step in making the subarea plan vision a reality. Upon completion of Airport Way, the 3.5 mile road will open up approximately 800 acres of land for industrial, commercial, aviation, and mineral extraction development that cannot be accessed. The resulting jobs will help achieve the MIC goals for economic growth and will lead to more family wage paying jobs while receiving health benefits, education opportunities, a stronger community and a quality of life. Airport Way will serve as the backbone to new transportation infrastructure within PSIC-B, as well as surrounding areas and the to be built SR3 Freight Corridor. It will provide access to air commerce at Bremerton National Airport, rail access in the Olympic View Industrial Park, and connectivity to the regional transportation network.

Project Location

1. **Project Location**

Airport Way - PSIC-B

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**

Kitsap

3. **Crossroad/landmark nearest the beginning of the project**

Roundabout at Airport Way and Old Clifton RD

4. **Crossroad/landmark nearest the end of the project**

South end of Bremerton National Airport

5. **Map and project graphics**

fig_1_3-28-24.pdf, fig_map-3-28-24.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**

Yes

2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**

Puget Sound Industrial Center-Bremerton (formerly known as the South Kitsap Industrial Area) Sub-area Plan adopted August 1, 2012, City of Bremerton Ordinance 5188, Conceptual Roadway Network, Figure A-2, Page A-25; Section E, Capital Facilities Plan, Section E-5 Transportation, Table E-2 Roadway Project Description & Costs, page E-10.1

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**

N/A

Federal Functional Classification

1. **Functional class name**

17 Urban Collector

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

Airport Way is proposed in the City of Bremerton in the area commonly known as Puget Sound Industrial Center -Bremerton (PSIC-B). The City of Bremerton is designated in PSRC' Regional Growth Strategy both as a "Regional Growth Center" (downtown) as well as a "Manufacturing/Industrial Center" (PSIC-B). PSIC-B is approximately 3,700 acres of land with the core of the MIC centered on the Bremerton National Airport which is owned and operated by the Port of Bremerton. PSIC-B is the largest area of underdeveloped industrial land in Kitsap County as well as the most underdeveloped of all the regionally designated MIC's. The completion of Airport Way will open approximately 800 acres of developable land for aviation related businesses, industrial and manufacturing purposes and continue the growth in providing family wage paying jobs in the MIC.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

In accordance with the 2015-2019 ACS the Equity Focus Areas that will be served by the Completion of Airport Way are as follows:

People of Color - 24 % The regional average is 35.9%

People with low incomes - 21% The regional average is 20.7%

Older Adults (Ages 65+) - 15%

Youth (Ages 5-17) - 16%

People with Disabilities - 18%

People with Limited English Proficiency - 1%

Airport Way will open up developable lands for manufacturing, commercial, industrial and aviation business to provide jobs for the local and regional workforce.

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

The Most impacted and and marginalized populations within this project area are both people of color and people with low incomes. in the surrounding areas people of low incomes increases to 34% and people of color increase to 37%. Both of these sectors rise well above the regional averages.

Criteria: Development of Manufacturing/Industrial Center

1. **Describe how the project will support the existing and planned employment densities in the regional and countywide growth or manufacturing / industrial center.**

Airport Way specifically supports multiple goals from the PSIC-B Subarea Plan related to Economic Development, Transportation, Greenhouse Gasses, and Capital Facilities:

Goal ED 2: Recruit, grow and retain a broad broad spectrum of industrial employment opportunities in PSIC-B

Desired Outcome: Make demonstrated progress toward a long-term goal of 20,000 employees

Desired Outcome: expanded tax base to support necessary infrastructure improvements to support continued growth.

Currently PSIC-B has grown from 960 jobs in PSIC-B in 2017 to over 2600 supported jobs in 2024.

Goal T1: Develop a complete transportation system that supports all modes of travel and potential users of the site.

Desired Outcome: A robust and active transportation system that encourages walking and bicycling.

Desired Outcome: Ambitious mode split goals for commute trips.

Desired Goals: Trucks are accommodated throughout PSIC-B to efficiently transport goods. With the completion of Airport Way smaller freight traffic will be able to utilize Airport Way to connect to the SR3 Freight Corridor and avoid a congested SR 3.

Goal GG2: Coordinate transportation and land use planning to reduce greenhouse gas emissions from vehicles.

Desired Outcomes: Cluster land uses to increase the viability of walking, cycling, and transit.

Goal GG4: Develop public capital infrastructure that seeks to reduce greenhouse gas emissions.

Desired Outcome: New public infrastructure adheres to sustainable development standards including Low Impact Development guidelines.

Goal GF1: Capital Facilities should support the location of industrial uses that will benefit the local economy. Such Facilities should include transportation, utilities and other capital improvements that support the uses and building types desired in PSIC-B.

Desired Outcome: Businesses are attracted to PSIC-B.

Goal GF2: Use capital improvements as an economic development measure to encourage private business investment in PSIC-B.

Desired Outcome: Infrastructure is in place to support and promote industrial growth.

With the recent growth in PSIC-B in jobs, the expansion and completion of Airport will open over 800 acres of developable land. These properties are currently limited in accessibility.

Currently, Bremerton National Airport is working with a private developer and the FAA to allow a 30 acre solar farm which will bring temporary construction jobs as well as permanent jobs.

2. Describe how the project will support the development/redevelopment plans and activities of the center.

The PSIC-B land that will be opened up by the construction of Phase 2.2 of Airport Way, a direct result of requested funding, is approximately 160 acres designated for aviation related businesses and over 200 acres of land for manufacturing/industrial designated property. As a result of the previous phases (Phase 1 and Phase 2.1) several opportunities that have been developed.

1. Airport Way Phase 1 in 2010, a PSIC-B property owner has completed the construction of a 10,000 square foot showroom and maintenance facility and two additional 12,000 square foot boat manufacturing. This marine business has created 26 jobs and continues to grow including a 5,300 square foot aluminum boat manufacturing facility in the Olympic View Industrial Park.

2. The construction of an Amazon Last Mile distribution facility was completed in 2020 providing jobs for 117 employees. This facility is equipped with a fleet of 40 fully electric delivery trucks and is expected to grow to a fleet of over 80 vehicles with a workforce of over 200 employees. The completion of Airport Way will allow better access to Lake Flora Road and Old Clifton Road with access to the SR3 Freight Corridor to the south keeping traffic off an already heavily congested SR3 highway.

3. An international Aerospace research and development firm has constructed an engine test facility and is currently operating at Bremerton National Airport. This firm has developed and is testing a prototype for a space vehicle propulsion system. This firm is looking to expand their facilities for manufacturing and assembly of the engine. Currently, four corporations base their aircraft at Bremerton National Airport, with two additional corporations committed to construct 10,000 square foot hangars for their aircraft.

4. Airport Way has allowed 21 acres along the road to open up for development and Bremerton National Airport is positioned to sign an LOI for a private developer to do their due diligence and feasibility to construct two 100,000 square foot hangars and commercial space. The Airport Master Plan shows future developments on the east side of the Bremerton National Airport which has only been made possible with Airport Way. Bremerton National Airport provides and essential transportation link to key military installations and activity on the Kitsap Peninsula in emergency or natural disaster situations, and airport expansions will provide growth potential future military and related industries located within PSIC-B. The FAA firmly supports the Bremerton National Airport as the economic engine for PSIC-B and the entire region by investing over \$12 million in infrastructure and improvements including a Taxiway rehabilitation, Apron relocation in 2022, upgraded approach lighting in 2022, conversion of runway and taxiway lighting to LED in 2020, construction of a regional FAA NextGen air traffic control facility (ADB-S), and most recently conversion of medium intensity approach lighting to LED in 2024.

The Olympic View Industrial Park within PSIC-B hosts 67 industrial based tenants and acts as an important economic driver for the Kitsap Community. In particular, the tenant business activity generated over 2600 jobs directly and more than 5600 indirect jobs in the region to the community workforce. The businesses in the Industrial Park contribute more than \$455 million annually in new income in Kitsap County and the regional economy. In 2020 the Port of Bremerton completed a 17,433 square foot manufacturing facility which and a 5,300 square foot manufacturing facility, both of which are fully occupied. Additional completed projects include an 11 acre site ready for future development.

5. Airport Way is the first major arterial within PSIC-B as well as within Kitsap County to fully incorporate Low Impact Development (LID) features. This significantly reduces harmful stormwater runoff by facilitating infiltration via pervious concrete bicycle lanes, grass lined swales and a pervious asphalt pedestrian path. These features will significantly improve and

minimize runoff impacts to critical downstream habitat. The LID features are carried out through the entire PSIC-B subarea as it continues to grow. The LID Standards collect and treat stormwater in a manner that replicates pre-developed conditions by collecting stormwater through pervious surfaces and infiltrating it along the entire length of the road. This technique also assists in the recharge of aquifers and helps prevent downstream flooding and pollution of Puget Sound.

6. In 2024 the Port of Bremerton will be conducting an Airside Feasibility Study. This study will comprise of the demographics in Kitsap and surrounding areas to see if it warrants Bremerton National Airport to pursue commercial airport status and scheduled flights out of Bremerton National Airport

3. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

The full implementation of the PSIC Subarea Plan is predicted on the completion of Airport Way and is a key project that has been included in the Planned EIS that was prepared for the Subarea Plan.

As part of the PSIC-B development, Airport Way, support the Aviation Industry cluster as well as the Marine Industry cluster as identified in PSRC's Regional Economic Strategy for the Central Puget Sound Region. In particular, Airport Way directly supports two goals of The Aerospace cluster goals and objectives, including:

Goal #1: Leverage our incumbent geographical position that possesses world-class workforce skills in aeronautical, mechanical, electrical, systems integration, and software engineering and manufacturing capabilities through active marketing and economic development initiatives. PSIC-B's geographic location situated at the Bremerton National Airport as well as its proximity to the Puget Sound Naval Shipyard gives the site the prime location to attract aeronautical businesses for both commercial and defense purposes. It is the only MIC west of the Puget Sound. The Bremerton Area unemployment rate is slightly lower than Kitsap County in general and benefits from a skilled workforce in need of job creation.

Goal #2: Attract and retain commercial aerospace, marine manufacturing and defense contractors all along the product life cycle supply chain to the region by supporting initiatives which are priorities to those firms; e.g., better education, lower cost of living, better public infrastructure, lower tax burden, as well as culture, recreational and quality of life enhancement opportunities. Bremerton, with its workforce and lower cost of living, is a prime location to receive commercial, marine manufacturing and defense contractors within PSIC-B.

4. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

Upon completion, Airport Way will benefit the following users:

Commuters and residents: Airport way will provide an alternate route from Belfair to unincorporated Port Orchard areas and connecting through Old Clifton Road to State Highway 16. This will alleviate congestion on SR3.

Commercial and Movement of Freight: Airport Way will allow freight and commercial users an alternate way to the SR3 Freight corridor alleviating congestion on SR3 to Belfair, Bremerton and the I5 Corridor

5. Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.

Airport Way Phase 2.2 will give business access to over 300 acres of developable lands. These businesses will provide family jobs on a variety of levels including high, middle and living wage jobs.

Criteria: Mobility and Accessibility

1. Describe how the project provides and/or enhances opportunities for freight movement, for example by removing a barrier in the freight and goods system.

Airport Way will provide the essential freight corridor linking the development with in PSIC-B with SR-3, SR-16, and the greater regional transportation network. The primary Connections illustrated in figure 1 include:

SR-3: SR-3 runs to the north and west of the undeveloped properties of PSIC-B providing a direct route to Tacoma to the East and Belfair on to Shelton to the West. SR-3 is currently the only access route to PSIC-B and is designated by WSDOT as a high accident/high congestion corridor. This brings additional safety concerns as there are approximately 22,000 vehicles traveling daily on this two-lane segment through the PSIC-B Subarea.

2. Describe how the project improves access to major destinations within the

center, such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.

The existing transportation system through the PSIC-B Subarea is comprised of one state route and a series of county facilities, including one minor arterial and numerous local access roads. There are no existing roads into the eastern portions of PSIC-B to access the developable lands or provide internal circulation.

Average Daily Traffic (ADT) traveling SR-3 is through the PSIC-B Subarea is currently 22,000 vehicles at 55 MPH and freight moving trucks comprise 4% of the daily traffic volumes based off a WSDOT Traffic counts published in 2022. Lake Flora Road (posted 50 MPH) has an ADT of approximately 2,650 (2010) vehicles and Old Clifton Road (posted 30 MPH) also has an ADT of approximately 2,650 vehicles (2010). The average annual increase in vehicle trips is 2% per year. Vehicle trips along these roadways are expected to continue to rise at this pace, which will cause increased congestion and will lead to increased vehicle emissions.

The construction of Airport Way will provide freight trucks with alternate access to and from PSIC-B through the regional transportation network through Old Clifton Road, Lake Flora Road, SR-3 and connecting to the SR-3 Freight Corridor. This alternate route to the regional highways will reduce the number of vehicles travelling SR-3, which will relieve congestion and improve air quality in the area by reducing idling vehicles. In addition, the use of roundabouts instead of traffic lights at the Airport Way connection points to Lake FLora Road and Old Clifton Road will further reduce fuel emissions by limiting idling vehicles. Airport way will eliminate freight trips through existing circuitous routes and reduce emissions by reducing trip miles.

3. Describe how the project provides opportunities for active transportation that can lead to public health benefits.

Airport Way promotes the Commute Trip Reduction (CTR) by providing direct access to underserved areas. Access to Airport Way will eliminate the need for travelling existing circuitous routes and shorten trips for future employees and freight trucks to and from the MIC. These actions will reduce vehicle emissions and improve air quality in the area.

Additionally, Airport Way has the potential for expanded transit opportunities, including park & Ride lots and increased non-motorized access. Airport Way will have a pedestrian path and a bicycle path along the length of the road to encourage non-motorized circulation within PSIC-B and transit stops. Ultimately, the completion of Airport Way, will link the underserved areas of PSIC-B with Kitsap Bike Routes 20 (Lake FLora Road), 43 (JM Dickerson ROad), and 25 (Glenwood Road). The future PSIC-B Road network south of Lake Flora Road has potentila for further expansion of non-motorized access to Belfair.

4. Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

The existing transportation network through the PSIC-B Subarea is comprised of one state route and a series of county facilities, including one minor arterial and numerous local access roads. There are no existing roads into the eastern portions of PSIC-B to access the developable land or provide internal circulation.

Average Daily Traffic (ADT) traveling SR-3 is through the PSIC-B Subarea is currently 22,000 vehicles at 55 MPH and freight moving trucks comprise 4% of the daily traffic volumes based off a WSDOT Traffic counts published in 2022. Lake Flora Road (posted 50 MPH) has an ADT of approximately 2,650 (2010) vehicles and Old Clifton Road (posted 30 MPH) also has an ADT of approximately 2,650 vehicles (2010). The average annual increase in vehicle trips is 2% per year. Vehicle trips along these roadways are expected to continue to rise at this pace, which will cause increased congestion and will lead to increased vehicle emissions.

The construction of Airport Way will provide freight trucks with alternate access to and from PSIC-B through the regional transportation network through Old Clifton Road, Lake Flora Road, SR-3 and connecting to the SR-3 Freight Corridor. In addition, the use of roundabouts instead of traffic lights at the Airport Way connection points to Lake FLora Road and Old Clifton Road will further reduce fuel emissions by limiting idling vehicles.

5. Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Populations (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.

Current gaps in the the transportation system for EFA's are limited public transportation access. Currently there is no public transportation system that goes to and from PSIC-B. With the expansion of Airport Way there will be more available developable land available to attract business to PSIC-B. Airport Way will be available for rideshare programs and public transportation. Airport Way will increase the transportation infrastructure. Airport Way will include bicycle paths and a pedestrian path for non-motorized transportation with a ten foot grass shoulder for safety.

Criteria: Outreach and Displacement

1. Describe the public outreach process that led to the development of the project.

For PSIC-B, a public involvement program was designed to obtain input from all interested members of the community through all aspects of plan development and to develop a subarea plan that would have the support of the community and guide development in PSIC-B over the next 20 years. This subarea plan was adopted in 2012 with the City of Bremerton. This included Stakeholder meetings with property owners, businesses, and special interest groups, a scoping and vision public meeting, and advisory group meetings consisting of a Technical Working Group and an Executive Committee. PSIC-B's industrial development demonstrates that an integrated approach to economic development and environmental sustainability will achieve a successful MIC. One of the goals in the subarea plan was to develop new transportation infrastructure. Specifically Strategy T2.1: Seek funding for transportation infrastructure in a manner that provides a financial incentive to locate adjacent to existing infrastructure. In Figure A-2 of the Conceptual Roadway Network in the subarea plan for PSIC-B there is a conceptual plan for the preferred future roadways including Airport Way.

2. Describe how this outreach influenced the development of the project.

The outreach that was done for PSIC-B included stakeholders and land owners in PSIC-B, businesses in PSIC-B and surrounding areas and special interest groups. Together with the technical working group a 20 year plan was devised and agreed upon with these groups for the subarea plan,

3. Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

PSIC-B is a designated Manufacturing/Industrial Center (MIC). In as such PSIC-B has the goal of creating jobs for the region. Airport Way will create developable lands for businesses, and ultimately jobs. PSIC-B is zoned for General Industrial (Light and heavy industrial uses), Port Industrial Mix (Light industrial, support and retail), Aviation Business (aviation related businesses) and Mixed Employment (Commercial, office, and light industrial)

Criteria: Safety and Security

1. Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:

Airport Way incorporates some of FHWA's Proven Safety Countermeasures:

- Roundabouts: For Phase 1 of Airport Way at the intersection of SR3 and Bree Drive a roundabout has been constructed in 2020. At the Completion of Phase 2.1 in 2015 a second roundabout was constructed to connect to Old Clifton Road. Currently the second roundabout is the beginning of Phase 2.2 (for which we are requesting funding). Roundabouts are constructed to improve safety and traffic flows and have been shown to significantly reduce the number of severe accidents.
- Pedestrian/ Bicycle Safety - Airport Way is designed with safety in mind. There is a designated five foot wide bicycle path as well as a pedestrian path. The pedestrian path is design to be approximately 16 feet from the roadway.

2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.

PSIC-B is focused on implementing infrastructure improvements to enhance the safety of pedestrians, bicyclists, and vulnerable road users. This includes a separate bicycle path as well as pedestrian paths that are offset by the a gravel shoulder and a utility corridor. Roundabouts are being implemented as well at intersections which reduces speeds, minimizes conflicts between different modes of transportation and improving overall traffic flow

3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?

N/A

4. (not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?

The Port of Bremerton and the completion of Airport Way is aligned with USDOT's the Vision

Zero initiative, setting goals of eliminating traffic fatalities through safe infrastructure, safe speeds, safe users and data driven decision making. Airport Way is designed to minimize risk of traffic related accidents by incorporating roundabouts, pedestrian crossings and protected bike lanes and pedestrian paths. Airport Way will reduce speeds with the use of roundabouts and a maximum posted speed of 35 MPH. The Port of Bremerton aims to create a safer and sustainable transportation network in PSIC-B.

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Roadway / Intersection / ITS

1. **What is the length of the project?**
The current Phase 2.2 is 3,800 linear feet
2. **What is the average daily traffic before the project?**
no specific data is available
3. **What is the average daily traffic after the project?**
no specific data is available
4. **What is the average speed before the project?**
35 MPH
5. **What is the average speed after the project?**
35 MPH
6. **What is the level of service before the project?**
free flowing traffic
7. **What is the level of service after the project?**
Free flowing traffic
8. **What are the existing number of lanes (total, both directions)?**
None - this is new construction expanding on the existing network consisting of two 12 foot lanes
9. **How many lanes are being added (total, both directions)?**
2
10. **How many intersections are along the length of the project?**
one intersection with a roundabout
11. **How many intersections are being improved?**
Phase 2.2 of Airport Way will begin at the roundabout that was constructed at the Intersection of Airport Way and Old Clifton Road
12. **What is the percentage of freight truck traffic on the facility?**
4%
13. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
Upon completion of Airport Way a connector will provide access to Lake Flora Road and eventually to the SR-3 Freight Corridor to the south and SR-16 to the north. This will lessen the congestion on SR-3 through Gorst.
Airport Way promotes Commute Trip Reduction (CTR) by providing direct access to underserved areas eliminating circuitous routes, reducing emissions and trip miles; it links underserved areas of PSIC-B with non-motorized access to Kitsap Bike Routes 20 (Lake Flora Road), 43 (JM Dickerson Road), and 25 (Glenwood Road). Future development of the PSIC-B road network south of Lake Flora Road has potential expansion of non-motorized access to Belfair.
Airport Way significantly creates accessibility and essential freight corridors into un-served and underserved portions of PSIC-B. Employment projections based on pending and potential development along the proposed corridor are 68 employees in 2010. Ultimate build-out of SKIA projects approximately 9,350 employees.

14. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
WSDOT traffic data
15. **What is the average daily transit ridership along the corridor?**
None
16. **How many daily peak period transit trips service the corridor?**
n/a
17. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
No increase is expected. No BAT/HOV lanes are being constructed
18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
With the completion of Airport Way there will be more developable land available for businesses for PSIC-B. This will likely increase the possibility for transit and ride-share programs.
19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
Data is provided by the previous phases of Airport way that have been completed in 2010 and 2015
20. **What are the ITS improvements being provided?**
N/A
21. **What is the expected improvement to average vehicle delay?**
No expected improvements to average vehicle delay. Airport Way is currently free flowing with little to no congestion
22. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
N/A

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
Similar to the previous two phases of Airport Way, Phase 2.2 uses the same cross-section for the roadway and incorporates Low Impact Development (LID) features as shown in figure 2. The roadway includes two 12 foot paved vehicle lanes, a 5 foot pervious concrete bicycle lane with a 3 foot gravel shoulder, a separated 5 foot pervious asphalt pedestrian path, illumination, grass lined stormwater swales and the installation of a 7 foot tall wildlife fence protecting the Bremerton National Airport. The LID elements that are incorporated help stormwater infiltrate closer to where it falls and supports safe, alternative modes of non-motorized transportation, including bicycle and pedestrian paths.
2. **What is the length of the proposed facility?**
3800
3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
Airport Way will have a pedestrian path along the length of the road to encourage non-motorized circulation within the development and to future transit stops. The ultimate completion of Airport Way will link the underserved areas of PSIC-B with Kitsap Bike Routes 20 (Lake Flora Road), 43 (JM Dickerson Road), and 25 (Glenwood Road). The future PSIC-B road network south to Lake Flora Road has potential for expansion of the non-motorized network with access to Belfair.
4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
No project specific data is available
5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
no project specific data is available
6. **What is the average bicycle trip length?**

3 miles

7. **What is the average pedestrian trip length?**

3 miles

8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**

no project specific data is available

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**

12/27

2. **Total project cost**

\$4,019,518.00

Funding Documentation

1. **Documents**

2024_-_2028_Capital_Budget_-_Combined_3.0.xlsx

2. **Please enter your description of your financial documentation in the text box below.**

Attached file is the Port of Bremerton's 5-year capital plan. As a Port Authority we adopt the capital budget annually and Airport Way Phase 2.2 is scheduled in 2027 and will be adopted by commission for construction of Airport Way in the fall of 2026
\$498,811 2027 Capital Budget Port of Bremerton reasonably expected
\$3,196,084 unsecured funds requested

Phase	Year	Alternate Year	Amount
construction	2027		\$3,196,084.00

Total Request: \$3,196,084.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$324,623.00
		<hr/>
		\$324,623.00

Expected year of completion for this phase: 2024

Construction

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$498,811.00
STBG(PSRC)	Reasonably Expected	\$3,196,084.00
		<hr/>
		\$3,694,895.00

Expected year of completion for this phase: 2027

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

2. **What is the actual or estimated start date for preliminary engineering/design?**

2019

3. **Is preliminary engineering complete?**

No

4. **What was the date of completion (month and year)?**

N/A

5. **Have preliminary plans been submitted to WSDOT for approval?**

No

6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

Preliminary engineering has been completed and are ready to be submitted

7. **When are preliminary plans expected to be complete?**

December 31, 2026

Project Readiness: NEPA

1. **Documents**

2024_-_2028_Capital_Budget_-_Combined_3.0.xlsx

2. **Please enter your description of your financial documentation in the text box below.**

Attached file is the Port of Bremerton's 5-year capital plan. As a Port Authority we adopt the capital budget annually and Airport Way Phase 2.2 is scheduled in 2027 and will be adopted by commission for construction of Airport Way in the fall of 2026
\$498,811 2027 Capital Budget Port of Bremerton reasonably expected
\$3,196,084 unsecured funds requested

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**

No

2. **What is the actual or estimated start date for right of way?**

N/A

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**

N/A

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**

N/A

5. **What is the zoning in the project area?**

N/A

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

N/A

7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

N/A

8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

N/A

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**

Categorical Exclusion (CE)

2. **Has the NEPA documentation been approved?**

No

3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

December, 2026

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**

No

2. **What is the actual or estimated start date for right of way?**

N/A

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**

N/A

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**

N/A

5. **What is the zoning in the project area?**

N/A

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

N/A

7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

N/A

8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

N/A

Project Readiness: Construction

1. **Are funds being requested for construction?**

Yes

2. **Do you have an engineer's estimate?**

Yes

3. **Engineers estimate document**

2023-02-14_100__Estimate_FINAL.pdf

4. **Identify the environmental permits needed for the project and when they are**

scheduled to be acquired.

A full ESA is not expected for this project

5. **Are Plans, Specifications & Estimates (PS&E) approved?**

No

6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**

September, 2026

7. **When is the project scheduled to go to ad (month and year)?**

October 2026

April 5, 2024

Re: Funding Airport Way at the Puget Sound Industrial Center – Bremerton

To Whom it May Concern,

On behalf of the Kitsap Economic Development Alliance (KEDA), I am writing to express our support for the funding of Airport Way at the Puget Sound Industrial Center – Bremerton. This critical infrastructure project holds significant promise for our region's economic growth and prosperity.

KEDA is dedicated to promoting economic development and fostering a thriving business environment in Kitsap County. We understand the pivotal role that transportation infrastructure plays in supporting local businesses, attracting investment, and facilitating commerce. Therefore, we endorse the expansion of Airport Way.

Once completed, Airport Way will serve as a vital transportation corridor connecting our region to key markets and economic hubs. By investing in the expansion of Airport Way, we can address these challenges and unlock new properties and opportunities for economic development.

Expanding Airport Way will not only enhance connectivity within our region but also strengthen our connectivity to neighboring communities and major transportation networks. This increased connectivity is essential for attracting new businesses, supporting existing industries, and fostering innovation and entrepreneurship.

Furthermore, the enhancements to Airport Way align with our strategic goals of promoting sustainable economic growth and improving the quality of life for all residents of Kitsap County. A well-maintained and efficient transportation infrastructure is key to achieving these objectives and ensuring our region's long-term competitiveness and prosperity.

In conclusion, I support this vital infrastructure project. By doing so, we can create a more resilient and vibrant economy, attract new investment, and enhance the overall quality of life for residents and businesses in Kitsap County.

Thank you for considering our request. We look forward to working with you to advance this important initiative and contribute to the continued success of our region.

Sincerely,



Joe Morrison
Executive Director

Kitsap Economic Development Alliance morrison@kitsapeda.org

AIRPORT WAY PHASE 2-2

3/22/2024

ITEM NO.	UNIT	QUAN.	SPEC SECTION	DESCRIPTION	UNIT PRICE	TOTAL PRICE
ROADWAY CONSTRUCTION						
HARD COSTS						
1	FA	1	1-04	Minor Change	\$50,000	\$ 50,000.00
2	Lump Sum	1	1-07	SPCC Plan	\$1,500	\$ 1,500.00
3	Lump Sum	1	1-08	Type B Progress Schedule	\$3,000	\$ 3,000.00
4	Lump Sum	1	1-09	Mobilization (8%)	\$246,014	\$ 246,013.66
5	Lump Sum	1	1-10	Temporary Traffic Control	\$10,000	\$ 10,000.00
6	Acre	7.20	2-01sp	Clearing and Grubbing	\$10,000	\$ 72,000.00
7	FA	1	2-01sp	Roadside Cleanup	\$2,000	\$ 2,000.00
8	Lump Sum	1	2-02 sp	Removal of Structures and Obstructions	\$10,000	\$ 10,000.00
9	Cubic Yard	500	2-03	Unsuitable Foundation Excavation Incl. Haul	\$27	\$ 13,500.00
10	Cubic Yard	12650	2-03 sp	Roadway Excavation Incl. Haul	\$15	\$ 189,750.00
11	Cubic Yard	6650	2-03 sp	Embankment Compaction	\$8	\$ 49,875.00
12	FA	1	2-05 sp	Type B Right of Way Permit	\$15,000	\$ 15,000.00
13	Square Yard	27500	2-12 sp	Construction Geotextile For Underground Drainage	\$3	\$ 68,750.00
14	Ton	9170	4-04	Crushed Surfacing Base Course	\$30	\$ 275,100.00
15	Ton	160	4-04	Crushed Surfacing Top Course	\$35	\$ 5,600.00
16	Ton	3140	5-04	HMA CI 1/2" PG 58-22	\$138	\$ 433,320.00
17	Ton	17060	5-06 sp	Infiltration Reservoir Rock	\$35	\$ 597,100.00
18	Ton	385	5-06 sp	Pervious Asphalt Pavement	\$125	\$ 48,125.00
19	Cubic Yard	1125	5-07 sp	Pervious Cement Conc. Pavement	\$235	\$ 264,375.00
20	Linear Foot	57	7-01	Perforated DI Storm Sewer pipe 4 In Diam	\$60	\$ 3,420.00
21	Linear Foot	28	7-02 sp	Ductile Iron Culvert 12" Diam	\$70	\$ 1,960.00
22	Linear Foot	423	7-04 sp	Solid Wall DI Storm Sewer Pipe 4 In Diam	\$50	\$ 21,150.00
23	Linear Foot	271	7-04	Corrugated Polyethylene Storm Sewer Pipe 8 In. Diam	\$35	\$ 9,485.00
24	Each	3	7-04 sp	Dispersion Trench	\$4,500	\$ 13,500.00
25	Each	3	7-05	Catch Basin Type I	\$2,360	\$ 7,080.00
26	FA	1	8-01 sp	Temporary Erosion and Sediment Control	\$50,000	\$ 50,000.00
27	Each	6	8-01	Inlet Protection	\$120	\$ 720.00
28	Linear Foot	1245	8-01	Wattle	\$8	\$ 9,960.00
29	Linear Foot	4350	8-01	Silt Fence	\$5	\$ 21,750.00
30	Acre	2	8-01sp	Seeding, Fertilizing and Mulching	\$5,000	\$ 10,000.00
31	Cubic Yard	490	8-02 sp	Topsoil Type A	\$75	\$ 36,750.00
32	Lump Sum	1	8-02 sp	Landscape Mitigation	\$15,000	\$ 15,000.00
33	Linear Foot	15200	8-04 sp	Flush Mount Cement Conc. Curb	\$36	\$ 547,200.00
34	Linear Foot	3830	8-12 sp	7' Chain Link Fence w/ 3 Strand Barbed Wire	\$50	\$ 191,500.00
35	Each	1	8-12	Double 20' Chain Link Gate	\$1,900	\$ 1,900.00
36	Each	1	8-12 sp	Installation of Salvaged Double 20' Chain Link Gate	\$1,200	\$ 1,200.00
37	Cubic Yard	6	8-15	Hand Placed Riprap	\$260	\$ 1,560.00
38	Lump Sum	1	8-20 sp	Illumination System Complete	\$10,000	\$ 10,000.00
39	Linear Foot	200	8-20 sp	Conduit Pipe 6 In. Diam.	\$25	\$ 5,000.00
40	Lump Sum	1	8-21 sp	Permanent Signing	\$2,500	\$ 2,500.00
41	Linear Foot	11352	8-22 & 9-34	Paint Line	\$0.40	\$ 4,540.80
					Total Hard Costs =	\$ 3,321,184.46
SOFT COSTS						
200	Lump Sum	1		Port, City, WSDOT Oversight / Permitting (3%)	\$99,636	\$ 99,635.53
201	Lump Sum	1		Construction Management	\$250,000	\$ 250,000.00
202	Linear Foot	535		Cascade Natural Gas (Lower Gas Main)	\$ 45.00	\$ 24,075.00
					Total Soft Costs =	\$ 373,710.53

TOTAL PROJECT COST= \$3,694,895



Mayor Greg Wheeler

greg.wheeler@ci.bremerton.wa.us
Tel 360-473-5266
Fax 360-473-5883
345 6th Street, Suite 100
Bremerton, WA 98337-1873

April 5, 2024

Port of Bremerton
8850 SW State Hwy 3
Bremerton, WA 98312

Port of Bremerton,

I am writing on behalf of the City of Bremerton to express my support for the proposed expansion of Airport Way. This project represents a significant opportunity to expand transportation infrastructure in our city and aligns closely with the goals outlined in the for the Puget Sound Industrial Center - Bremerton Subarea Plan (PSIC).

The expansion of Airport Way is a crucial component of our efforts to improve connectivity, accessibility, and economic vitality in the Puget Sound Industrial Center. By enhancing this vital corridor, we can better promote development in this PSRC designated Manufacturing and Industrial Center (MIC).

Furthermore, the expansion of Airport Way is consistent with the objectives outlined in the PSIC Subarea Plan, which emphasizes the importance of supporting strategic transportation investments to facilitate the movement of goods and people within the industrial center. By improving access to PSIC and surrounding areas, we can attract new businesses, create job opportunities, and stimulate economic growth.

The City of Bremerton is committed to collaborating with all stakeholders involved in the expansion of Airport Way to ensure that the project aligns with community priorities and objectives. We stand ready to provide the support necessary to facilitate the successful implementation of this project.

In conclusion, I endorse the expansion of Airport Way and believe it will have a positive and lasting impact on the City of Bremerton and the broader region. Thank you for your dedication to improving transportation infrastructure in our community.

Sincerely,

Greg Wheeler
Mayor, City of Bremerton

Puget Sound Industrial Center - Bremerton

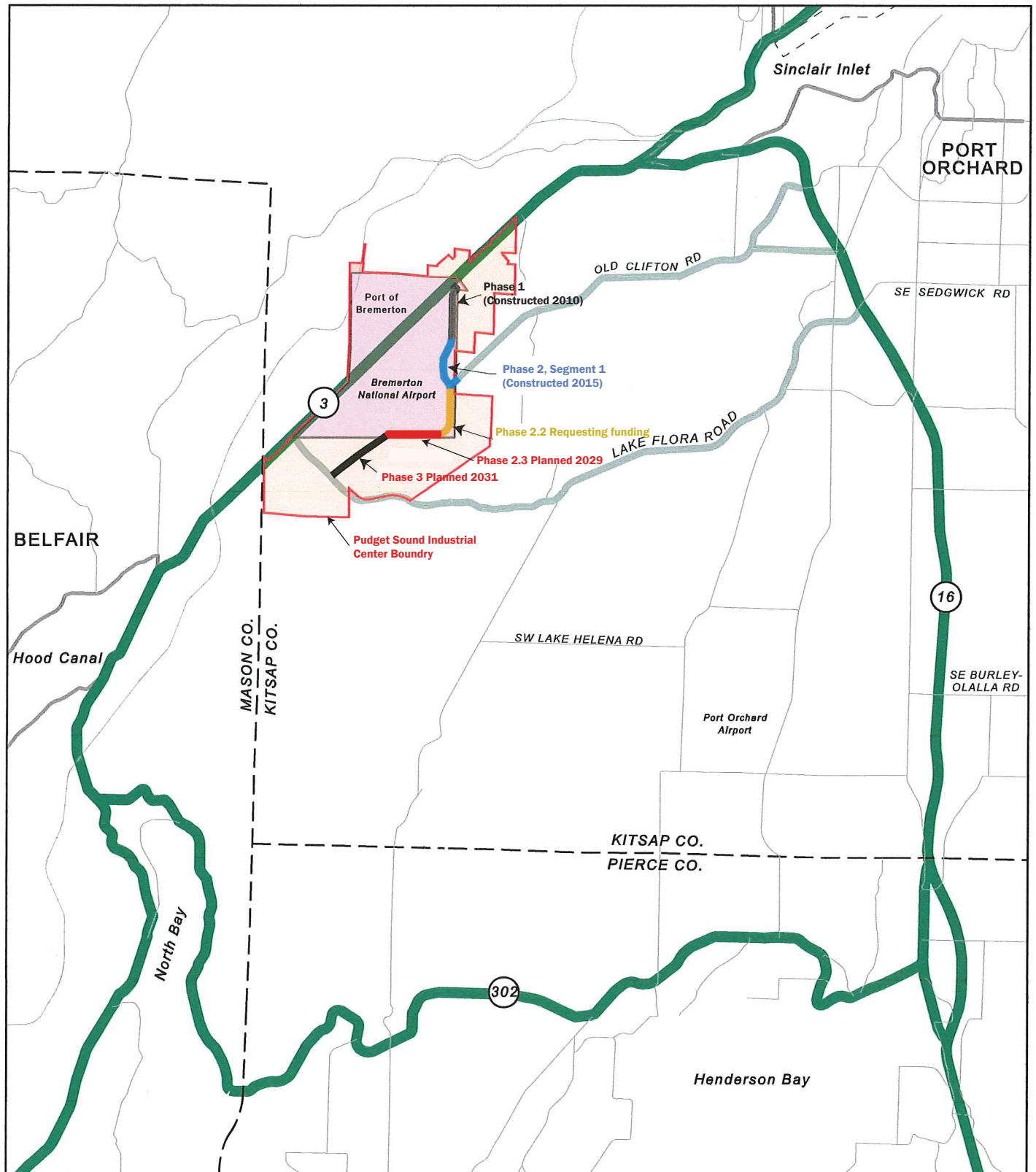
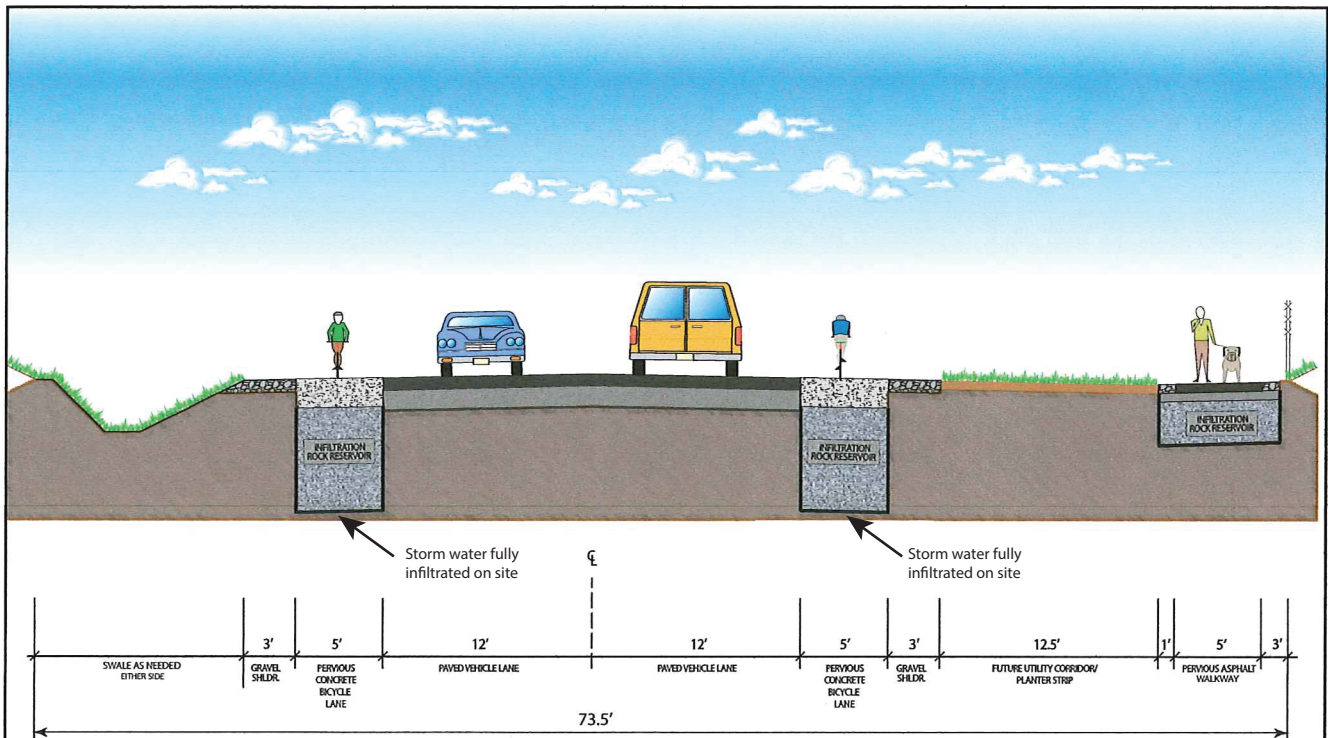


Figure 1: Regional Transportation Network

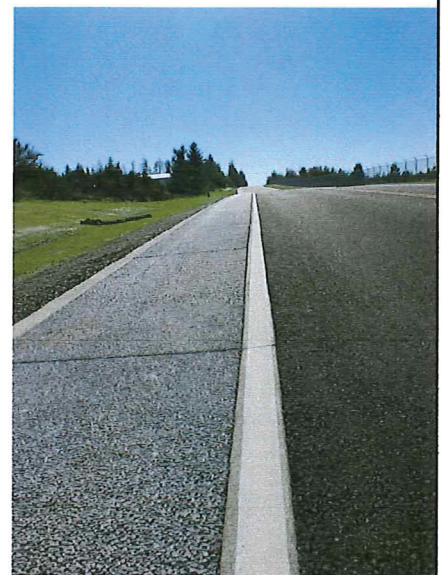
Airport Way provides links to the regional transportation network for the movement of freight and employees to and from the Airport Way MIC. It also allows vehicles to bypass SR3, a high accident, congested corridor.



Cross-section used in Phase 1 of the Airport Way and proposed for Phase 2 and Phase 3.



New business as a result of Phase 1 Airport Way Development.



Airport Way includes pervious concrete shoulders.

Figure 2: Low Impact Development Meets PSRC Goals

Airport Way uses low impact development, such as pervious concrete and natural stormwater infiltration, to lessen impacts on the environment. The bicycle lanes and pedestrian path helps to reduce emissions by encouraging alternative modes of transportation and the location of the connector reduces trip miles for vehicles accessing the regional transportation network.

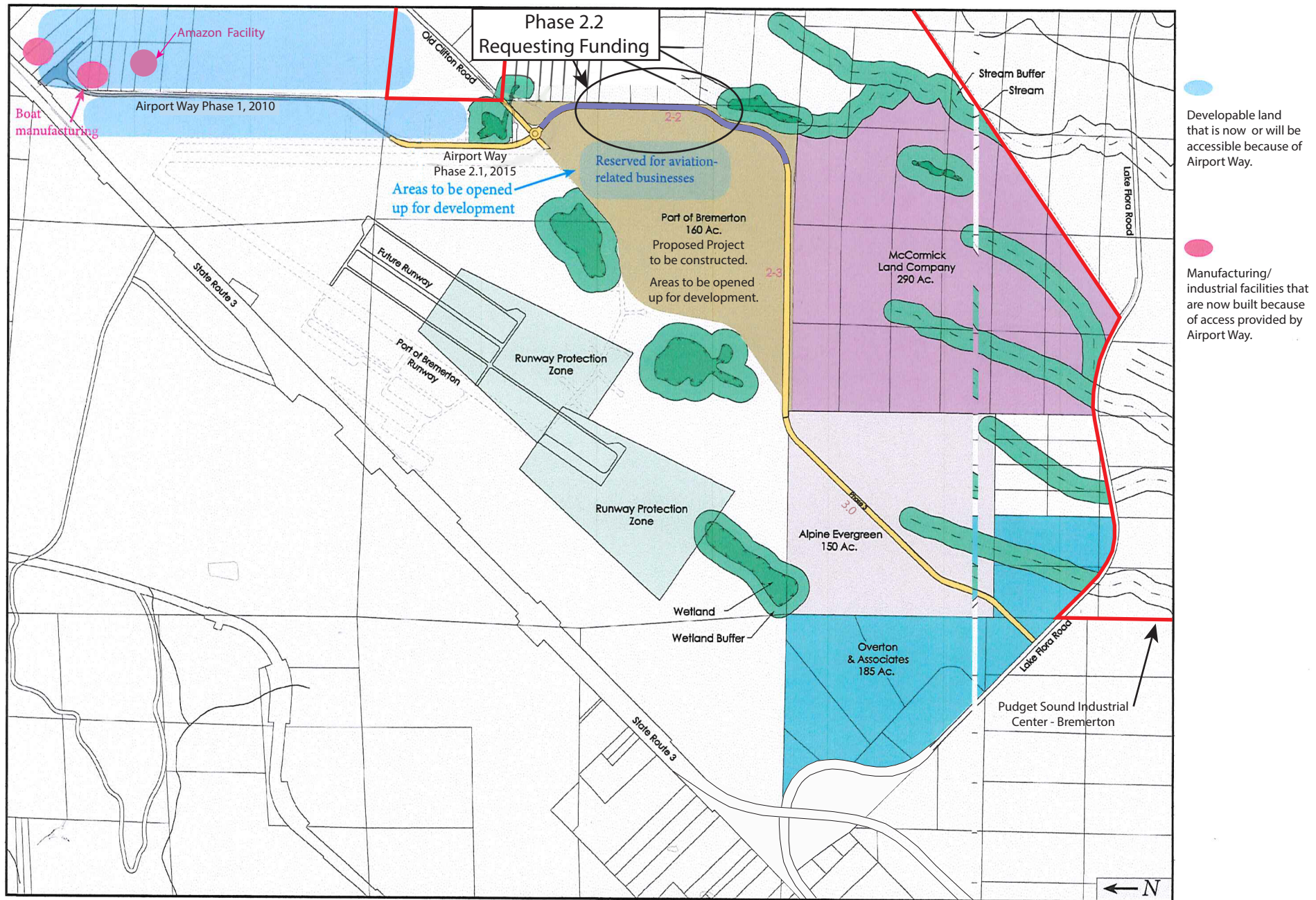


Figure 3: Developable Land Becomes Accessible

The completion of Airport Way Phase 1 (2010) and Phase 2 (2015), immediately opened land for businesses. Since completion of Airport Way, a boat builder has constructed a manufacturing facility and a Last-Mile Facility for Amazon. Phase 2.2 of Airport Way will open up 160 acres for Aviation businesses as well as nearly 200 acres for manufacturing/industrial development.

April 5, 2024

Port of Bremerton
8850 SW Sate Hwy 3
Bremerton, WA 98312

60 Washington Ave. Ste. 200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086

www.kitsaptransit.com



Port of Bremerton,

On behalf of Kitsap Transit, I am writing to express our support for the proposed expansion of Airport Way. This project represents a significant opportunity to enhance transportation infrastructure in our region, and we believe it will yield numerous benefits for commuters, travelers, and the community at large.

The expansion of Airport Way aligns with our organization's mission to provide safe, reliable, and efficient transportation options for residents of Kitsap County. By improving connectivity and accessibility along this vital corridor, we can enhance mobility for individuals and facilitate the movement of goods and services throughout the area.

We anticipate that the expansion of Airport Way will lead to a reduction in congestion on SR-3, shorter travel times, and improved overall traffic flow. These enhancements will not only benefit commuters but also support economic development by providing businesses with better access to markets and customers.

Furthermore, we recognize the importance of incorporating sustainable transportation solutions into infrastructure projects. We encourage the integration of features such as dedicated lanes for public transit, pedestrian pathways, and cycling facilities to promote alternative modes of transportation and reduce greenhouse gas emissions.

Kitsap Transit is committed to collaborating with all stakeholders involved in the expansion of Airport Way to ensure that the project meets the needs and priorities of the community.

In conclusion, we endorse the expansion of Airport Way and look forward to working closely with your organization to bring this project to fruition. Please do not hesitate to contact us if you require any further assistance or support.

Thank you for your commitment to improving transportation infrastructure in our region.

Sincerely,

Steffani Lillie (Acting E.D.)

John W. Clauson
Executive Director



Segment	Projects continue into 2024	2023 Project Budget Rollover	2024 Project Budget	2024 Project Grants	2025 Project Budget	2026 Project Budget	2027 Project Budget	2028 Project Budget
Airport	South Hangar Project (Phase 2) (Design)	\$ 11,432						
Airport	East Side Environmental Assessment/EIS (AIP 2026)	450,000	575,000					
Airport	East Side EA/EIS (AIP 2026) - Grant			(575,000)				
Airport	Monument Access/SR3 Beautification	216,973						
Airport	Airport Way (Phase 2.2) Design	18,025						
OVIP	OVIP Sewer Pipe Replacement	137,500	262,500	(50,000)				
BM	Pile Coatings Splash Zone Repairs (40 piles/Year)	77,452	40,000					
POM	Pile Coatings Splash Zone Repairs (20 piles/Year)	3,726	130,000					
POM	North & East Breakwater (Design)(DOC Grant)*	803,566						
POM	North & East Breakwater		5,800,000		5,600,000	2,800,000		
POM	North & East Breakwater - Grants + Restricted Reserves			(5,800,000)	(5,600,000)	(2,800,000)		
PO Prop	Bay Street Environmental Project (521 & 525)		760,000					
PO Prop	Bay Street Environmental Project - Grant			(760,000)				
PO Prop	Bay Street Building Improvements (521 & 525)	120,208						
GA	Site, Utility, Building Improvements		200,000					
GA	Business Development Opportunities	16,278	83,722					
GA	Software Upgrades, System Expansion	200,000	(100,000)					
GA	Rainy Day Fund		100,979					
Segment	New Projects for 2024		2024 Project Budget	2024 Project Grants	2025 Project Budget	2026 Project Budget	2027 Project Budget	2028 Project Budget
Airport	Fire Station Roof and Exterior		60,000					
Airport	Terminal Buidling Faswcia Siding		45,000					
APT/OVIP	Ford F250 Ext Cab w/Toolbox Bed & Ladder Rack		75,000					
APT/OVIP	Skid Steer Accessories (Snow Removal, Power Box Rake)		20,000					
APT/OVIP	Large Wastewater Pumphouse		20,000					
APT/OVIP	Mini Excavator (50/50 split OVIP		100,000					
OVIP	OVIP 1 roof/gutters		150,000					
OVIP	OVIP 4 Sewer Lift station (Triton Marine)		85,000					
OVIP	OVIP lot concept plan		100,000					
BM/POM	Honda ACTY vehicles		25,000					
BM	A Dock Finger Peirs		100,000					
POM	Marina Park Playground Improvements Grant Dependent)		98,000					
POM	Marina Park Playground Improvements -Grant			(98,000)				
PO Prop	555 Bay street ADA ramp		17,000					

Segment	Future Projects for 2025		2024 Project Budget	2024 Project Grants	2025 Project Budget	2026 Project Budget	2027 Project Budget	2028 Project Budget
Airport	Airport Way (Phase 2.2 CN/PSRC Contingency)				498,811			
Airport	Airport Way (Phase 2.2 CN/PSRC Grant)				(3,196,084)			
Airport	South Hangar Project (Phase 2) Construction				2,915,541	2,915,541		
Airport	South Hangar Project (Phase 2) - Financing				(2,332,432)	(2,332,432)		
Airport	Master Plan Industrial Park Improvements				500,000			
Airport	Terminal Building Exterior Siding				100,000			
Airport	Fuel Station Upgrade				15,000			
APT/OVIP	Wastewater pond water service				50,000			
APT/OVIP	Wastewater debri screen & removal				125,000			
OVIP	Cruiser Loop Spec building (Construction)				2,000,000			
OVIP	Cruiser Loop Spec building Financing				(1,000,000)			
POM	Remote Fuel Inlet Design POM Fuel Tanks				35,000			
POM	Bay Street Path Desgin/Permit				25,000			
BM	Security Upgrades/Art Glass Barrier				50,000			
Segment	Future Projects for 2026		2024 Project Budget	2024 Project Grants	2025 Project Budget	2026 Project Budget	2027 Project Budget	2028 Project Budget
Airport	Airport Office Carpet Replacement					55,000		
OVIP	Repair Curbs and Concrete around Parking areas					10,000		
Airport	Airport Office South Window Replacements					15,000		
APT/OVIP	Sweeper Truck					150,000		
APT/OVIP	Closed Cab Backhoe					100,000		
OVIP	Cruiser Loop Spec building (Construction)					2,000,000		
OVIP	Cruiser Loop Spec building Financing					(1,000,000)		
PO Prop	Park Restroom/Lift Station Upgrade (design only)					110,000		
PO Prop	Marina Park Restroom/Lift Station Construction					500,000		
Segment	Future Projects for 2027		2024 Project Budget	2024 Project Grants	2025 Project Budget	2026 Project Budget	2027 Project Budget	2028 Project Budget
OVIP	Cruiser Loop Spec building (Construction)						2,000,000	
OVIP	Cruiser Loop Spec building Financing						(1,000,000)	
PO Prop	Marina Park Restroom/Lift Station Construction						500,000	
POM	West Breakwater						7,000,000	
Segment	Future Projects for 2028		2024 Project Budget	2024 Project Grants	2025 Project Budget	2026 Project Budget	2027 Project Budget	2028 Project Budget
OVIP	Cruiser Loop Spec building (Construction)							2,000,000
OVIP	Cruiser Loop Spec building Financing							(1,000,000)
		2023 Project Budget Rollover	2024 Project Budget	2024 Project Grants	2025 Project Budget	2026 Project Budget	2027 Project Budget	2028 Project Budget
	Totals	\$ 2,055,160	\$ 8,747,201	\$ (7,283,000)	\$ (214,165)	\$ 2,523,108	\$ 8,500,000	\$ 1,000,000

	Totals By Segment	2023 Project Budget Rollover	2024 Project Budget	2024 Project Grants	2025 Project Budget	2026 Project Budget	2027 Project Budget	2028 Project Budget
Airport		696,430	680,000	(575,000)	(1,499,165)	653,108	-	-
OVIP		137,500	597,500	(50,000)	1,000,000	1,010,000	1,000,000	1,000,000
POM		807,292	6,028,000	(5,898,000)	60,000	-	7,000,000	-
BM		77,452	140,000	-	50,000	-	-	-
BM/POM		-	25,000	-	-	-	-	-
PO Prop		120,208	777,000	(760,000)	-	610,000	500,000	-
GA		216,278	284,701	-	-	-	-	-
APT/OVIP		-	215,000	-	175,000	250,000	-	-
	Totals	\$ 2,055,160	\$ 8,747,201	\$ (7,283,000)	\$ (214,165)	\$ 2,523,108	\$ 8,500,000	\$ 1,000,000
				\$ 1,464,201				